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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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DATE SENT

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Development of Soviet Long-range Jet Bomber

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THIS IS UNEVALUATED INFORMATION

Attached is [] forwarded as received.

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[] Comments:

1. The names Kvitzkov and Shenyia Shukov cannot be further identified. The following corrections should be noted for the names listed below: 25X1

For

Read

Podberezhye

Podberezhye 25X1

Mizishev, Iru

Vladimir M. Myasishchev

Mikulín

Aleksandr A. Mikulin

Arkhangels (k)

Aleksandr A. Arkhangelskiy

Gen. Gromov, Iru

Mikhail M. Gromov.

2. Col. Gen. Mikhail M. Gromov was Director of Instruction, Soviet Air Force, Moscow in 1949.
3. Arkhangelskiy is an aviation designer.

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USSR

COUNTRY _____ REPORT _____

TOPIC _____ New Heavy Long-Range Jet Bomber

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REMARKS _____ 25X1

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This is UNEVALUATED Information

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1. The Soviet aircraft designer Mizishev (fnu) (phonetic spelling) has developed and constructed a heavy long-range jet bomber with an alleged flying weight of 100 to 130 tons. This bomber has a cigar-shaped fuselage, swept-back "double trapezoidal" wings, a retractable tandem landing gear, similar to the model P-150 landing gear. The four jet engines are in the "10 ton class" and are fitted in the wing roots and were allegedly constructed by Mikulin.
2. The first test flight which was allegedly made in Ramenskoye in January 1953 had satisfactory results. The landing gear also proved reliable. Only the tires were allegedly damaged during the landing, but no further damages occurred to the aircraft. For the test flight in Ramenskoye, a new runway 4 km long and 300 meters wide was built approximately on a right angle to the old runway.

The entire project was completed in great haste. Only 9 months were required for the developmental work and the manufacture of the first experimental model.

3. Mizishev (fnu) (phonetic spelling) had allegedly been chief designer in an aircraft plant and was subsequently temporarily charged with other missions. Upon completion of his design of a heavy jet bomber, he was made chief of an aircraft plant where this bomber was to be manufactured. Mizishev had to select his assistants himself. He created such a favorable working atmosphere that the whole personnel of the plant worked with great zeal. In January 1953, when the experimental aircraft was completed, the new runway in Ramenskoye was covered with a 4-cm layer of sand which was subsequently rolled. This was done because it was feared that the novel tandem landing gear might otherwise cause the plane to swerve from the icy runway.

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4. Engineers of the Mizishev Plant who arrived in Podberezhye were greatly interested in the model P-150 tandem landing gear and requested that records on this landing gear be sent to the Mizishev Plant. Arkhangels, a member of the Soviet Academy of Science [redacted] also came to Podberezhye and showed great interest in landing gear problems.

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A member of the organization Baade once had to report on the model P-150 landing gear to General Gromov (fnu), who was in charge of flight tests at the Air Force Ministry in Moscow. According to this German who was on friendly terms with Kvitkov and Shakov, these two engineers were very clever and capable and showed good general judgement. The two engineers belonged to the cadre personnel of the State Flight Test Institute (L II) of the USSR.

It was unknown if there was any connection between the above-mentioned four-jet long-range bomber and the four-jet bomber which was shown for the first time during the air force parade on 1 May 1954.

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